AUSTRALIA

General

The Commonwealth of Australia, the world's sixth-largest country, is located below the Southeast Asian archipelago and is bounded on the E by the Pacific Ocean and on the W by the Indian Ocean. The Commonwealth consists of New South Wales, Victoria, Queensland, South Australia, Western Australia, and Tasmania. Australia has two territories, the Australian Capital Territory and the Northern Territory.

The climate is generally arid to semiarid. It is temperate in the S and E and tropical in the N.

The terrain is mostly low plateaus with deserts. Fertile plains are in the SE.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Australian dollar, consisting of 100 cents.

Firing Areas

The following information contains the declared danger and firing practice areas under the Naval Forces Regulations, together with the appropriate Army and Air Force practice areas over the sea.

Firing practice areas may be selected anywhere and details are published in the Australian Government Gazette.

The areas are listed in numerical order by State using standard reference numbers.

In view of the responsibility of range authorities to avoid accidents, limits of practice areas are not shown on charts and descriptions of areas will not appear in the Sailing Directions (Enroute).

However, beacons, lights, and marking buoys which may be of assistance to the mariner or targets, which might be a danger to navigation, will appear on charts and, when appropriate, will be mentioned in the Sailing Directions.

Definitions

A Restricted Area (R) is an area of defined dimensions within which certain restrictions are applied to aircraft operations.

When shown as an R area in Notices to Mariners, the air activity extends to sea level and the nature of the activity is such that dangers to maritime traffic may exist at specified times within the area defined in Notices to Mariners.

A Prohibited Area (P) is an area of defined dimensions within which ships are not permitted under any circumstances.

A Surface Restricted Area (SR) is a surface area of defined dimensions within which activities dangerous to maritime traffic may exist at specified times. The restriction is applicable to maritime traffic only.

The limits of all areas are laid down numerically by State, and displayed graphically on the chartlets.

Naval firings outside the areas listed are approved by the Department of Defense (Navy Office) from time to time.

Restricted and Danger Areas with Associated Airspace—New South Wales
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.

Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
SR050	Broken Bay	Naval mine laying and sweeping	H24	a. 33˚34'38"S, 151˚18'30"E. b. 33˚32'54"S, 151˚18'39"E. c. 33˚32'52"S, 151˚20'45"E. d. 33˚31'44"S, 151˚24'14"E. e. 33˚31'09"S, 151˚25'15"E. f. 33˚31'09"S, 151˚32'24"E. g. 33˚37'35"S, 151˚28'00"E. h. 33˚37'35"S, 151˚20'30"E. i. 33˚35'04"S, 151˚20'03"E. j. 33˚34'45"S, 151˚19'44"E.	2
SR051	Jervis Bay	Naval mine laying and sweeping	H24	a. 35˚04'24"S, 150˚41'50"E. b. 35˚00'32"S, 150˚43'27"E. c. 35˚01'05"S, 150˚46'00"E. d. 35˚04'52"S, 150˚46'26"E. e. 35˚05'38"S, 150˚48'00"E. f. 35˚05'45"S, 150˚48'26"E. g. 35˚05'45"S, 150˚55'09"E. h. 35˚10'02"S, 150˚51'32"E.	1
YMMM/R452	Beecroft Head	Bombardment, weapons range	NOTAM	a. 34˚59'00"S, 151˚07'00"E. b. 35˚08'54"S, 151˚07'00"E. c. 35˚05'27"S, 150˚48'56"E. d. 35˚05'27"S, 150˚47'12"E. e. 35˚06'06"S, 150˚42'48"E. f. 35˚04'20"S, 150˚42'15"E. g. 35˚02'18"S, 150˚42'09"E. h. 35˚00'00"S, 150˚44'00"E. i. 35˚01'24"S, 150˚47'15"E. j. 35˚01'24"S, 150˚50'24"E.	1
YMMM/R453	Tasman Sea	Firing, bombing, radar tracking	NOTAM	**R453A—**35˚59'59"S, 150˚49'53"E; then the minor arc of a circle 15 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E) to 34˚57'30"S, 150˚ 50'14"E; 34˚57'24"S, 150˚59'58"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 35˚12'02"S, 150˚53'14"E; 35˚03'04"S, 150˚40' 06"E; then the minor arc of a circle 9 NM in radius centered on Nowra Tacan, to 34˚59'11"S, 150˚42'37"E.	1

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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R453	Tasman Sea	Firing, bombing, radar tracking	NOTAM	**R453B—**35˚05'59"S, 150˚33'00"E; then the minor arc of a circle 9 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚03'04"S, 150˚40'06"E; 35˚12'02"S, 150˚53'14"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 35˚19'57"S, 150˚34'29"E.	1
			NOTAM	**R453C—**34˚57'02"S, 151˚30'18"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚13'25"S, 151˚ 26'53"E; 35˚05'04"S, 150˚58'14"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 34˚57'24"S, 150˚59'58"E.	1
			NOTAM	**R453D—**35˚13'25"S, 151˚26'53"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚27'57"S, 151˚ 16'43"E; 35˚12'02"S, 150˚53'14"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 35˚05'04"S, 150˚58'14"E.	1
			NOTAM	**R453E—**35˚27'57"S, 151˚16'43"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚38'34"S, 151˚ 01'18"E; 35˚16'58"S, 150˚45'59"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 35˚12'02"S, 150˚53'14"E.	1
			NOTAM	**R453F—**35˚38'34"S, 151˚01'18"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚44'49"S, 150˚ 37'09"E; 35˚19'57"S, 150˚34'29"E; then the minor arc of a circle 23 NM in radius centered on Nowra Tacan, to 35˚16'58"S, 150˚45'59"E.	1

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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R453	Tasman Sea	Firing, bombing, radar tracking	NOTAM	**R453G—**34˚56'32"S, 151˚59'35"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚21'23"S, 151˚54'38"E; 35˚13'25"S, 151˚26'53"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan, to 34˚57'02"S, 151˚30'18"E.	1
			NOTAM	**R453H—**35˚21'23"S, 151˚54'38"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚43'14"S, 151˚ 39'32"E; 35˚27'57"S, 151˚16'43"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra to 35˚13'25"S, 151˚26'53"E.	1
			NOTAM	**R453J—**35˚43'14"S, 151˚39'32"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 35˚59'23"S, 151˚16'13"E; 35˚38'34"S, 151˚01'18"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan, to 35˚27'57"S, 151˚16'43"E.	1
			NOTAM	**R453K—**35˚59'23"S, 151˚16'13"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 36˚08'50"S, 150˚ 39'45"E; 35˚44'49"S, 150˚37'09"E; then the minor arc of a circle 47.9 NM in radius centered on Nowra Tacan, to 35˚38'34"S, 151˚01'18"E.	1
			NOTAM	**R453L—**34˚56'01"S, 152˚25'27"E; 35˚18'59"S, 152˚55'50"E; then the minor arc of a circle 120 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚ 32'00"E), to 35˚36'56"S, 152˚50'15"E; 35˚21'23"S, 151˚54'38"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan, to 34˚56'32"S, 151˚59'35"E.	1

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YMMM/R453	Tasman Sea	Firing, bombing, radar tracking	NOTAM	**R453M—**35˚36'56"S, 152˚50'15"E; then the minor arc of a circle 120 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 36˚13'30"S, 152˚25'29"E; 35˚43'14"S, 151˚39'32"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan, to 35˚21'23"S, 151˚54'38"E.	1
			NOTAM	**R453N—**36˚13'30"S, 152˚25'29"E; then the minor arc of a circle 120 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 36˚40'48"S, 151˚46'21"E; 35˚59'23"S, 151˚16'13"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan, to 35˚43'14"S, 151˚39'32"E.	1
			NOTAM	**R453P—**36˚40'48"S, 151˚46'21"E; then the minor arc of a circle 120 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to 36˚56'43"S, 150˚45'01"E; 36˚08'50"S, 150˚39'45"E; then the minor arc of a circle 72 NM in radius centered on Nowra Tacan, to 35˚59'23"S, 151˚16'13"E.	1
YMMM/R485	Tasman Sea	Military flying training	NOTAM	**R485A** a. 34˚26'37"S, 151˚09'46"E b. 34˚06'00"S, 151˚19'43"E. c. 34˚06'00"S, 151˚45'06"E. then the minor arc of a circle 30 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), returning to position (a) above.	1
			NOTAM	**R485B** a. 34˚30'00"S, 151˚51'35"E. b. 34˚30'00"S, 151˚08'07"E. c. 34˚26'37"S, 151˚09'46"E. then the minor arc of a circle 30 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), to d. 34˚06'00"S, 151˚45'06"E. e. 34˚06'00"S, 152˚03'16"E.	1
			NOTAM	**R485C** a. 34˚20'29"S, 151˚56'14"E. b. 34˚06'00"S, 152˚03'16"E. c. 34˚06'00"S, 152˚34'17"E. then the minor arc of a circle 70 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), to d. 34˚30'53"S, 152˚24'28"E.	1

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YMMM/R485	Tasman Sea	Military flying training	NOTAM	**R485D** a. 34˚30'53"S, 152˚24'28"E. then the minor arc of a circle 70 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), to b. 34˚06'00"S, 152˚34'17"E. c. 34˚06'00"S, 153˚34'46"E. then the minor arc of a circle 120 NM in radius centered on Sydney DME 34˚50'59"S, 153˚20'09"E.	1
			NOTAM	**R485E** a. 34˚30'00"S, 151˚51'35"E. b. 34˚20'29"S, 151˚56'14"E. c. 34˚50'59"S, 153˚20'09"E. then the minor arc of a circle 120 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), to d. 35˚19'20"S, 152˚56'18"E.	1
YBBB/R489	Tasman Sea	Firing, bombing, radar tracking	NOTAM	a. 33˚38'02"S, 151˚51'02"E. b. 33˚26'06"S, 152˚00'27"E. c. 33˚25'47"S, 152˚22'03"E. d. 33˚44'42"S, 152˚22'04"E. e. 33˚47'23"S, 151˚51'02"E.	2
YMMM/R495	Tasman Sea	Firing, bombing, tracking	NOTAM	**R495A** a. 34˚43'56"S, 151˚00'00"E. b. 34˚40'30"S, 151˚03'00"E. c. 34˚30'00"S, 151˚08'07"E. d. 34˚30'00"S, 151˚30'00"E. e. 34˚57'02"S, 151˚30'18"E. f. 34˚57'24"S, 150˚59'58"E. then the minor arc of a circle 23 NM in radius centered on Nowra Tacan (34˚57'00"S, 150˚32'00"E), to g. 34˚56'07'S, 150˚59'57E.	1
			NOTAM	**R495B** a. 34˚30'00"S, 151˚30'00"E. b. 34˚30'00"S, 151˚51'35"E. c. 34˚36'30"S, 151˚59'59"E. d. 34˚56'32"S, 151˚59'35"E. e. 34˚57'02"S, 151˚30'18"E.	1
			NOTAM	**R495C** a. 34˚56'32"S, 151˚59'35"E. b. 34˚36'30"S, 151˚59'59"E. c. 34˚56'01"S, 152˚25'27"E.	1

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YBBB/R576	Williamtown	Air to air gunnery and missile firing	NOTAM	**R576A—**32˚34'38"S, 153˚40'49"E; then the minor arc of a circle 150 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E), to 32˚47'48"S, 153˚50'06"E; 33˚07'47"S, 152˚07'57"E; then the minor arc of a circle 25 NM in radius centered on Williamtown Tacan (32˚47'49"S, 151˚50'00"E) to 32˚44'36"S, 152˚ 19'24"E.	2
			NOTAM	**R576B—**33˚07'47"S, 152˚07'57"E; 32˚47'48"S, 153˚50'06"E; then the minor arc of a circle 150 NM in radius centered on Sydney DME (33˚56'34"S, 151˚ 10'51"E) to 32˚59'21'"S, 153˚56'39"E; 33˚25'49"S, 152˚24'44"E.	2
YBBB/R577	Williamtown	Military intercept training	H24	32˚25'00"S, 152˚33'00"E; 31˚00'15"S, 153˚16'08"E: then the minor arc of a circle 130 NM in radius centered on Williamtown Tacan (32˚47'49"S, 151˚50'00"E); to 34˚00'00"S, 153˚59'16"E; 34˚00'00"S, 152˚10'49"E; then the minor arc of a circle 50 NM in radius centered on Sydney DME (33˚56'34"S, 151˚10'51"E); to 33˚13'19"S, 151˚41' 02"E, 33˚11'51"S, 151˚41' 33"E, then the minor arc of a circle of 25 NM in radius centered on Williamtown Tacan to 32˚44'36"S, 152˚19' 24"E.	2
YBBB/R609	Evans Head	Firing	NOTAM	29˚14'00"S, 153˚24'00"E; then the major arc of a circle 3 NM in radius centered on 29˚11'00"S, 153˚ 24'00"E; to 29˚10'13"S, 153˚27'19"E.	2
YBBB/R622	Evans Head	Bombing	H24	**R622A** a. 28˚57'00"S, 153˚27'30"E. b. 28˚56'21"S, 153˚31'28"E. then along the coast to 29˚06'55"S, 153˚26'11"E; then along the N bank of the Evans and Richmond Rivers to 29˚01'20"S, 153˚17'00"E.	2
			H24	**R622B** a. 29˚15'00"S, 153˚03'30"E. b. 29˚06'00"S, 153˚05'40"E. c. 29˚01'20"S, 153˚17'00"E. then along the N bank of the Evans and Richmond Rivers to 29˚06'55"S, 153˚26'11"E; then along the coast to 29˚26'28"S, 153˚22'12"E.	2

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YBBB/R622	Evans Head	Bombing	NOTAM	**R622C** a. 29˚15'00"S, 153˚03'30"E. b. 29˚06'00"S, 153˚05'40"E. c. 28˚57'00"S, 153˚27'30"E. d. 28˚56'21"S, 153˚31'28"E. then along the coast to 29˚26'28"S, 153˚22'12"E.	2
			NOTAM	**R622D** a. 29˚15'00"S, 153˚03'30"E. b. 29˚06'00"S, 153˚05'40"E. c. 28˚57'00"S, 153˚27'30"E. d. 28˚56'21"S, 153˚31'28"E. then along the coast to 29˚26'28"S, 153˚22'12"E.	2
			H24	**R622E—**28˚54'15"S, 153˚40'42"E; then the minor arc of a circle 23 NM in radius centered on 29˚11' 51"S, 153˚23'44"E; to 29˚34'41"S, 153˚20'05"E; then along the coast to 28˚56'21"S, 153˚31'28"E.	2
			NOTAM	**R622F—**28˚54'15"S, 153˚40'42"E; then the minor arc of a circle 23 NM in radius centered on 29˚11' 51"S, 153˚23'44"E; to 29˚34'41"S, 153˚20'05"E; then along the coast to 28˚56'21"S, 153˚31'28"E.	2
			NOTAM	**R622G—**28˚54'15"S, 153˚40'42"E; then the minor arc of a circle 23 NM in radius centered on 29˚11' 51"S, 153˚23'44"E; to 29˚34'41"S, 153˚20'05"E; then along the coast to 28˚56'21"S, 153˚31'28"E.	2
YBBB/R665	Wide Bay	Firing	NOTAM	**R665A** a. 25˚48'30"S, 152˚56'15"E. b. 25˚48'47"S, 150˚58'00"E. c. 25˚49'53"S, 152˚58'12"E. d. 25˚56'30"S, 152˚58'12"E. then along Tin Can Bay Road to e. 25˚57'34"S, 152˚54'06"E. then along Mary Borough Cooloola Road to 25˚49'35"S 152˚51'42"E.	3
			NOTAM	**R665B** a. 25˚48'30"S, 152˚56'15"E. b. 25˚48'47"S, 152˚58'00"E. c. 25˚49'53"S, 152˚58'12"E. d. 25˚56'30"S, 152˚58'12"E. then along Tin Can Bay Road to e. 25˚57'34"S, 152˚54'06"E. then along Mary Borough Cooloola Road to 25˚49'35"S 152˚51'42"E.	3

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YBBB/R665	Wide Bay	Firing	NOTAM	**R665C** a. 25˚48'30"S, 152˚56'15"E. b. 25˚48'47"S, 152˚58'00"E. c. 25˚49'53"S, 152˚58'12"E. d. 25˚56'30"S, 152˚58'12"E. then along Tin Can Bay Road to e. 25˚57'34"S, 152˚54'06"E. then along Mary Borough Cooloola Road to 25˚49'35"S 152˚51'42"E.	3

Restricted and Danger Areas with Associated Airspace—Queensland
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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R676	Cape Moreton	Firing	NOTAM	a. 26˚57'00"S, 153˚25'00"E. b. 26˚48'00"S, 153˚30'00"E. c. 26˚52'00"S, 153˚40'00"E. d. 27˚01'00"S, 153˚36'00"E.	3
YBBB/R679	Brisbane	Military flying and laser operations	H24	**R679A** a. 27˚20'00"S, 154˚00'00"E. b. 25˚45'00"S, 154˚00'00"E. c. 25˚45'00"S, 155˚16'16"E. then along the minor arc of a circle 150 NM radius centered on Brisbane DME (27˚21'57"S, 153˚08'21"E) to d. 27˚20'00"S, 155˚56'48"E.	3
YBBB/R679	Brisbane	Military flying and laser operations	H24	**R679B** a. 29˚05'00"S, 154˚00'00"E. b. 27˚20'00"S, 154˚00'00"E. c. 27˚20'00"S, 155˚56'48"E. then along the minor arc of a circle 150 NM radius centered on Brisbane DME (27˚21'57"S, 153˚08'21"E) to d. 29˚05'00"S, 155˚12'04"E.	3
YBBB/R680	Akens Island	Firing	NOTAM	a. 22˚17'00"S, 150˚12'00"E. b. 22˚15'00"S, 150˚20'00"E. c. 22˚12'34"S, 150˚25'27"E. d. 22˚15'06"S, 150˚23'42"E. e. 22˚17'54"S, 150˚23'12"E. f. 22˚23'42"S, 150˚26'12"E. g. 22˚30'30"S, 150˚27'00"E. then N along the coast, to h. 22˚19'00"S, 150˚10'46"E.	4

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Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R682	Townshend Island	Gunnery practice	NOTAM	a. 22˚17'54"S, 150˚23'12"E. b. 22˚15'06"S, 150˚23'42"E. c. 22˚06'00"S, 150˚30'00"E. d. 22˚06'00"S, 150˚45'00"E. e. 22˚19'00"S, 150˚49'00"E. f. 22˚19'00"S, 150˚33'00"E. g. 22˚25'56"S, 150˚26'28"E. h. 22˚23'42"S, 150˚26'12"E.	4
YBBB/R683	Cape Clinton	Gunnery, weapons range	NOTAM	a. 22˚30'30"S, 150˚27'00"E. b. 22˚25'56"S, 150˚26'28"E. c. 22˚19'00"S, 150˚33'00"E. d. 22˚19'00"S, 150˚49'00"E. e. 22˚41'19"S, 150˚50'31"E.	4
YBBB/R684	Mount Hummock	Firing	H24	**R684A** a. 22˚55'00"S, 150˚27'00"E. b. 22˚30'30"S, 150˚27'00"E. c. 22˚41'32"S, 150˚50'31"E. d. 22˚49'22"S, 150˚47'07"E. e. 22˚47'57"S, 150˚37'21"E. f. 22˚54'00"S, 150˚36'00"E.	4
			NOTAM	**R684B** a. 22˚55'00"S, 150˚27'00"E. b. 22˚30'30"S, 150˚27'00"E. c. 22˚41'19"S, 150˚50'31"E. d. 22˚49'22"S, 150˚47'07"E. e. 22˚47'57"S, 150˚37'21"E. f. 22˚54'00"S, 150˚36'00"E.	4
YBBB/R686	Triangular Island	Demolition	NOTAM	A circle 3 NM in radius centered on 22˚23'00"S, 150˚30'30"E.	4
YBBB/R687	Raspberry Creek	Firing	H24	**R687A** a. 22˚52'05"S, 150˚16'31"E. b. 22˚27'04"S, 150˚05'46"E. c. 22˚19'00"S, 150˚10'46"E. then SE along the coast, to d. 22˚30'30"S, 150˚27'00"E. e. 22˚55'00"S, 150˚27'00"E.	4
			NOTAM	**R687B** a. 22˚52'05"S, 150˚16'31"E. b. 22˚27'04"S, 150˚05'46"E. c. 22˚19'00"S, 150˚10'46"E. then SE along the coast, to d. 22˚30'30"S, 150˚27'00"E. e. 22˚55'00"S, 150˚27'00"E.	4

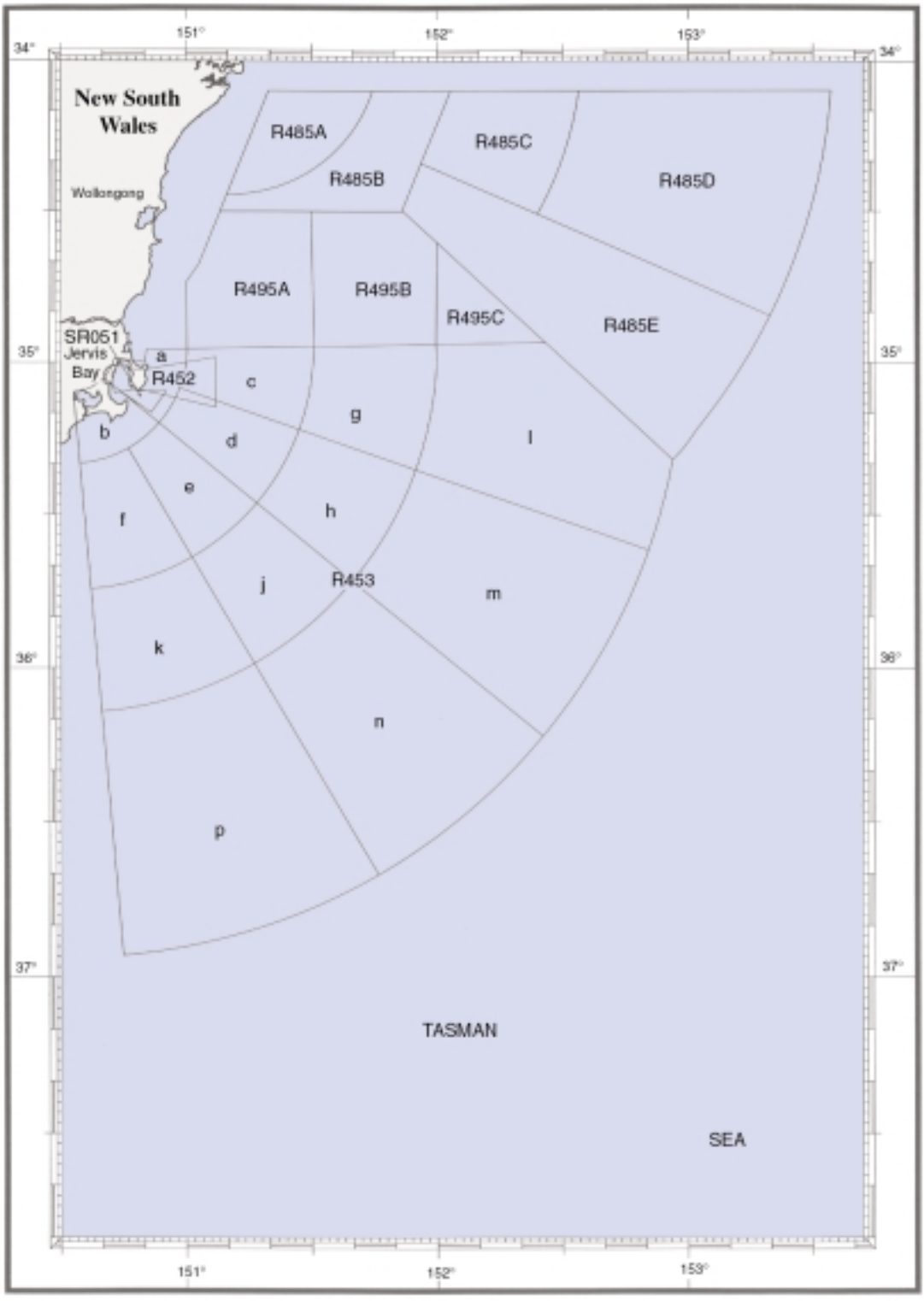
Restricted and Danger Areas with Associated Airspace—Queensland
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.

Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R689	Shoalwater Bay	Weapons range	NOTAM	a. 22˚27'04"S, 150˚05'46"E. b. 22˚15'09"S, 150˚00'40"E. then the major arc of a circle 30 NM in radius centered on 22˚16'00"S., 150˚ 33'00"E. c. 22˚41'19"S, 150˚50'31"E. d. 22˚19'00"S, 150˚49'00"E. e. 22˚06'00"S, 150˚45'00"E. f. 22˚06'00"S, 150˚30'00"E. g. 22˚12'34"S, 150˚25'27"E. h. 22˚15'00"S, 150˚20'00"E. i. 22˚17'00"S, 150˚12'00"E.	4
YBBB/R693	Elliott	Firing	NOTAM	a. 24˚24'00"S, 152˚08'00"E. b. 24˚11'00"S, 152˚31'00"E. c. 24˚28'00"S, 152˚58'00"E. d. 24˚41'00"S, 152˚34'00"E.	3
YBBB/R695	Herbert Creek	Firing	H24	**R695A** a. 22˚38'00"S, 150˚05'30"E. b. 22˚27'30"S, 150˚05'30"E. c. 22˚27'04"S, 150˚05'46"E. d. 22˚52'05"S, 150˚16'31"E. e. 22˚51'30"S, 150˚13'30"E. f. 22˚44'30"S, 150˚08'30"E.	4
			NOTAM	**R695B** a. 22˚38'00"S, 150˚05'30"E. b. 22˚27'30"S, 150˚05'30"E. c. 22˚27'04"S, 150˚05'46"E. d. 22˚52'05"S, 150˚16'31"E. e. 22˚51'30"S, 150˚13'30"E. f. 22˚44'30"S, 150˚08'30"E.	4
			NOTAM	**R695C** a. 22˚38'00"S, 150˚05'30"E. b. 22˚27'30"S, 150˚05'30"E. c. 22˚27'04"S, 150˚05'46"E. d. 22˚52'05"S, 150˚16'31"E. e. 22˚51'30"S, 150˚13'30"E. f. 22˚44'30"S, 150˚08'30"E.	4
YBBB/R693	Elliott	Firing	NOTAM	a. 24˚24.0'S, 152˚08.0'E. b. 24˚11.0'S, 152˚31.0'E. c. 24˚28.0'S, 152˚58.0'E. d. 24˚41.0'S, 152˚34.0'E.	3
YBBB/R725	Saumarez Reef	Bombing	NOTAM	A circle 5 NM in radius centered on 21˚51'18"S, 153˚38'47"E.	3
YBBB/R747	Rattlesnake Island	Weapons range	NOTAM	A circle 4.8 NM in radius centered on 19˚02'10"S, 146˚36'38"E.	5

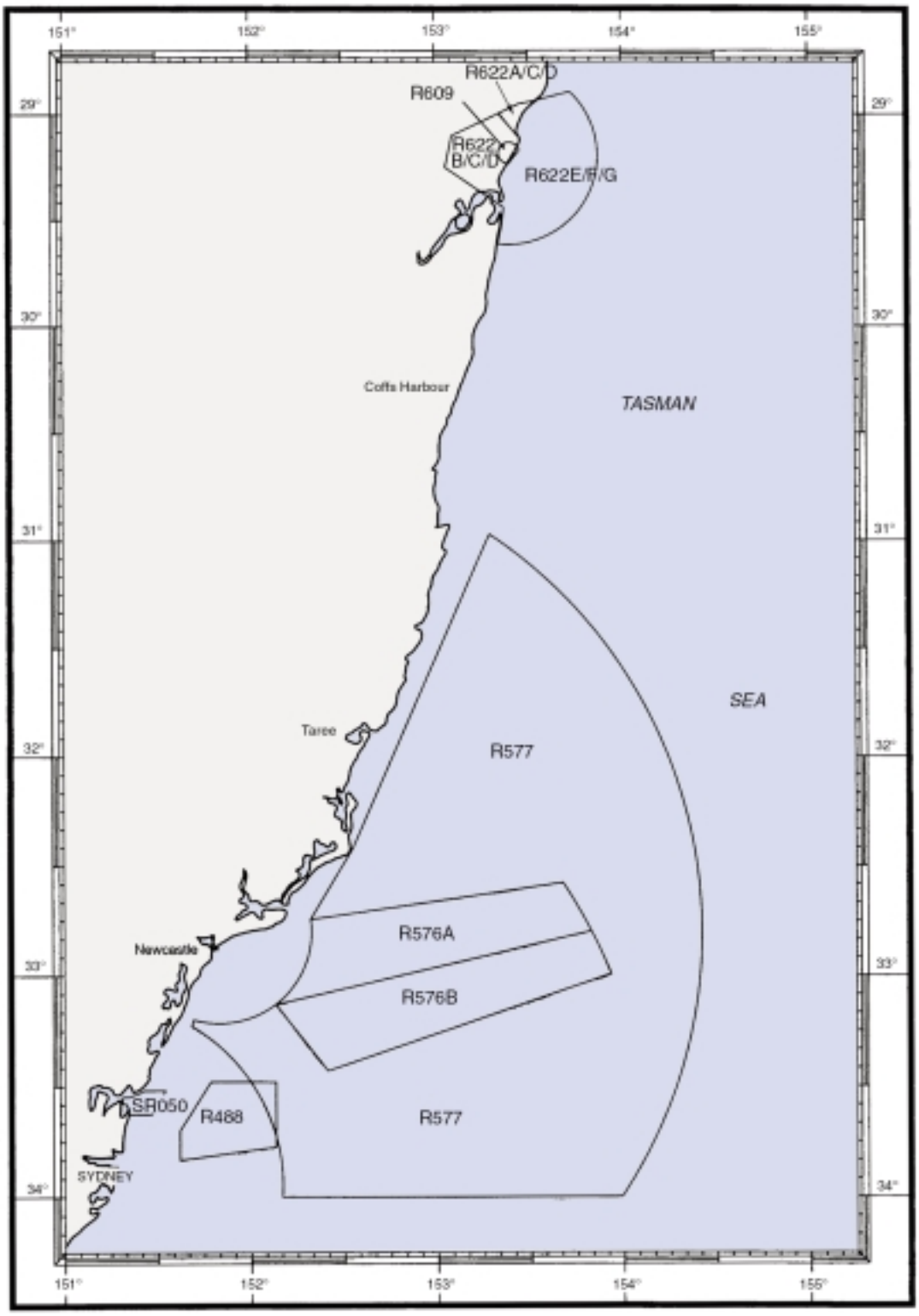
Restricted and Danger Areas with Associated Airspace—Queensland Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.					
Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YBBB/R748	Halifax Bay	Weapons range	NOTAM	a. 19˚04'56"S, 146˚47'41"E. b. 19˚08'23"S, 146˚43'46"E. c. 19˚09'00"S, 146˚38'30"E. d. 19˚01'30"S, 146˚28'00"E. e. 18˚55'33"S, 146˚23'35"E. f. 18˚49'00"S, 146˚26'00"E. g. 18˚46'00"S, 146˚31'00"E. h. 18˚49'12"S, 146˚34'38"E. then the minor arc of a circle 29 NM in radius centered on Townsville Tacan (19˚16'44"S., 146˚ 44'33"E.); to i. 18˚48'22"S, 146˚51'25"E.	5
YBBB/R767	Cairns	Firing	NOTAM	a. 17˚19'00"S, 146˚08'18"E. b. 17˚08'00"S, 146˚07'00"E. c. 17˚07'00"S, 146˚23'00"E. d. 17˚22'00"S, 146˚25'00"E. e. 17˚23'30"S, 146˚13'00"E.	6
YBBB/R778	Cairns	Surface and AA Firing	NOTAM	a. 16˚41'30"S, 146˚15'00"E. b. 16˚30'00"S, 146˚15'00"E. c. 16˚30'00"S, 146˚33'00"E. d. 16˚41'30"S, 146˚33'00"E.	6
YBBB/R783	Lizard Island	Surface and AA firing	NOTAM	a. 14˚33'00"S, 145˚14'00"E. b. 14˚28'00"S, 145˚22'00"E. c. 14˚34'00"S, 145˚26'00"E. d. 14˚40'00"S, 145˚18'00"E.	6
YBBB/R784	Cowley Beach	Firing	NOTAM	**R784A** a. 17˚40'00"S, 146˚03'30"E. b. 17˚32'39"S, 146˚11'23"E. then the minor arc of a circle 10.5 NM in radius centered on 17˚40'00"S, 146˚03'30"E; to 17˚47'22"S, 146˚11'23"E.	5
			NOTAM	**R784B** 17˚26'00"S, 146˚18'30"E. then the minor arc of a circle 20 NM in radius centered on 17˚40'00"S, 146˚03'30"E, 17˚54'01"S, 146˚18'31"E, 17˚47'22"S, 146˚11'23"E, then the minor arc of a circle 10.5 NM in radius centered on 17˚40'00"S, 146˚03'30"E; to 17˚32'39"S, 146˚11'23"E.	5

Restricted and Danger Areas with Associated Airspace—Victoria and Tasmania
Warnings are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.

Area	Name	Nature of Activity	Times of Use	Area limits are bound by lines joining positions stated, unless otherwise indicated.	Chartlet No.
YMMM/R320	Point Cook	Rifle range	NOTAM	a. 38˚01'00"S, 144˚42'35"E. b. 37˚55'30"S, 144˚42'35"E. c. 37˚55'30"S, 144˚44'35"E. d. 38˚01'00"S, 144˚44'35"E.	11
YMMM/R322	Western Port	Gunnery and military flying	Mon-Fri 2330-0530 UTC	**R322A** a. 38˚30'00"S, 144˚55'22"E. then the major arc of a circle 5 NM in radius centered on 38˚28'55"S, 145˚01'35"E; to b. 38˚32'52"S, 145˚05'28"E. c. 38˚35'30"S, 145˚08'30"E. d. 38˚43'58"S, 145˚08'32"E. then the minor arc of a circle 16 NM in radius centered on 38˚28'55"S, 145˚01'35"E; to e. 38˚32'23"S, 144˚41'41"E.	11
			Mon-Fri 2330-0530 UTC	**R322B** a. 38˚28'55"S, 145˚01'35"E. b. 38˚44'55"S, 145˚01'19"E. then the minor arc of a circle 16 NM in radius centered on 38˚28'55"S, 145˚01'35"E; to c. 38˚32'23"S, 144˚41'41"E.	11
YMMM/R327	Point Nepean	Firing	NOTAM	a. 38˚19'01"S, 144˚41'00"E. b. 38˚20'14"S, 144˚42'36"E. then the minor arc of a circle 1.8 NM in radius centered on 38˚19'01"S, 144˚41'00"E; to c. 38˚18'10"S, 144˚39'03"E.	11
YMMM/R331	Port Philip Bay	Military flying and inert mortar firing	NOTAM	a. 38˚15'00"S, 144˚52'00"E. b. 38˚06'00"S, 144˚48'00"E. c. 37˚55'00"S, 144˚56'00"E. d. 38˚08'00"S, 144˚59'00"E. e. 38˚15'00'S, 144˚59'00'E.	11
YMMM/R332	Hanns Inlet	Radar flares	H24	A circle 1.5 NM in radius centered on 38˚22'48"S, 145˚12'00"E.	11
YMMM/R339	Cape Schanck	Gunnery, military flying, and naval gunnery	NOTAM	a. 38˚51'00"S, 144˚21'00"E. b. 38˚38'00"S, 144˚41'00"E. c. 38˚36'16"S, 144˚43'28"E. then the minor arc of a circle 16 NM in radius centered on 38˚28'55"S, 145˚01'35"E; to d. 38˚44'45"S, 145˚04'34"E. e. 38˚49'30"S, 144˚56'30"E. f. 39˚02'00"S, 144˚34'00"E.	11
YMMM/R369	Stony Head	Firing	NOTAM	a. 41˚06'30"S, 146˚59'00"E. b. 40˚56'30"S, 146˚54'00"E. c. 40˚56'30"S, 147˚05'30"E. d. 41˚06'30"S, 147˚05'30"E.	11
YMMM/R374	Swan Island	Explosives	H24	A circle 1 NM in radius centered on 38˚14'50"S, 144˚41'30"E.	11



CHARTLET NO. 1



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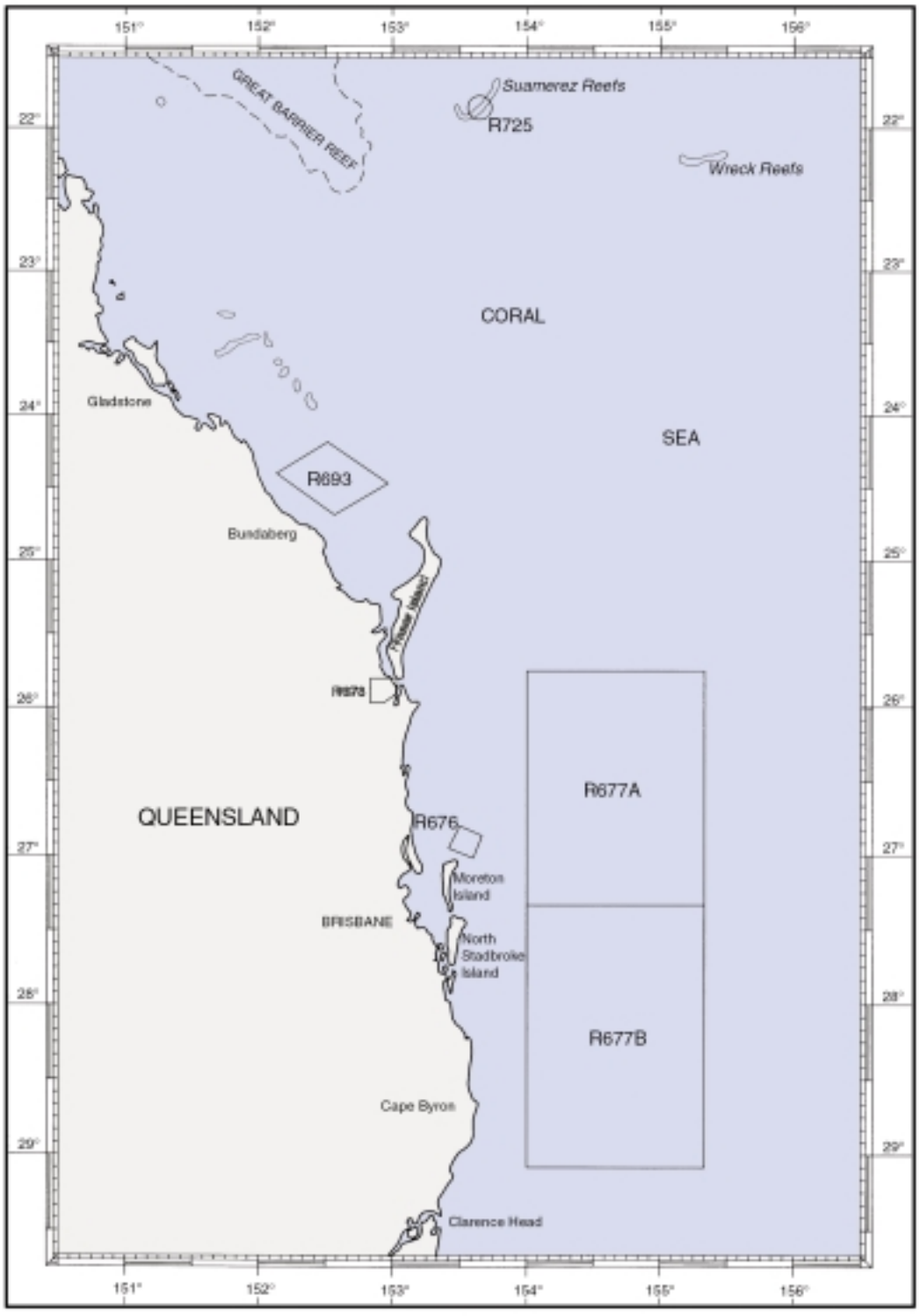

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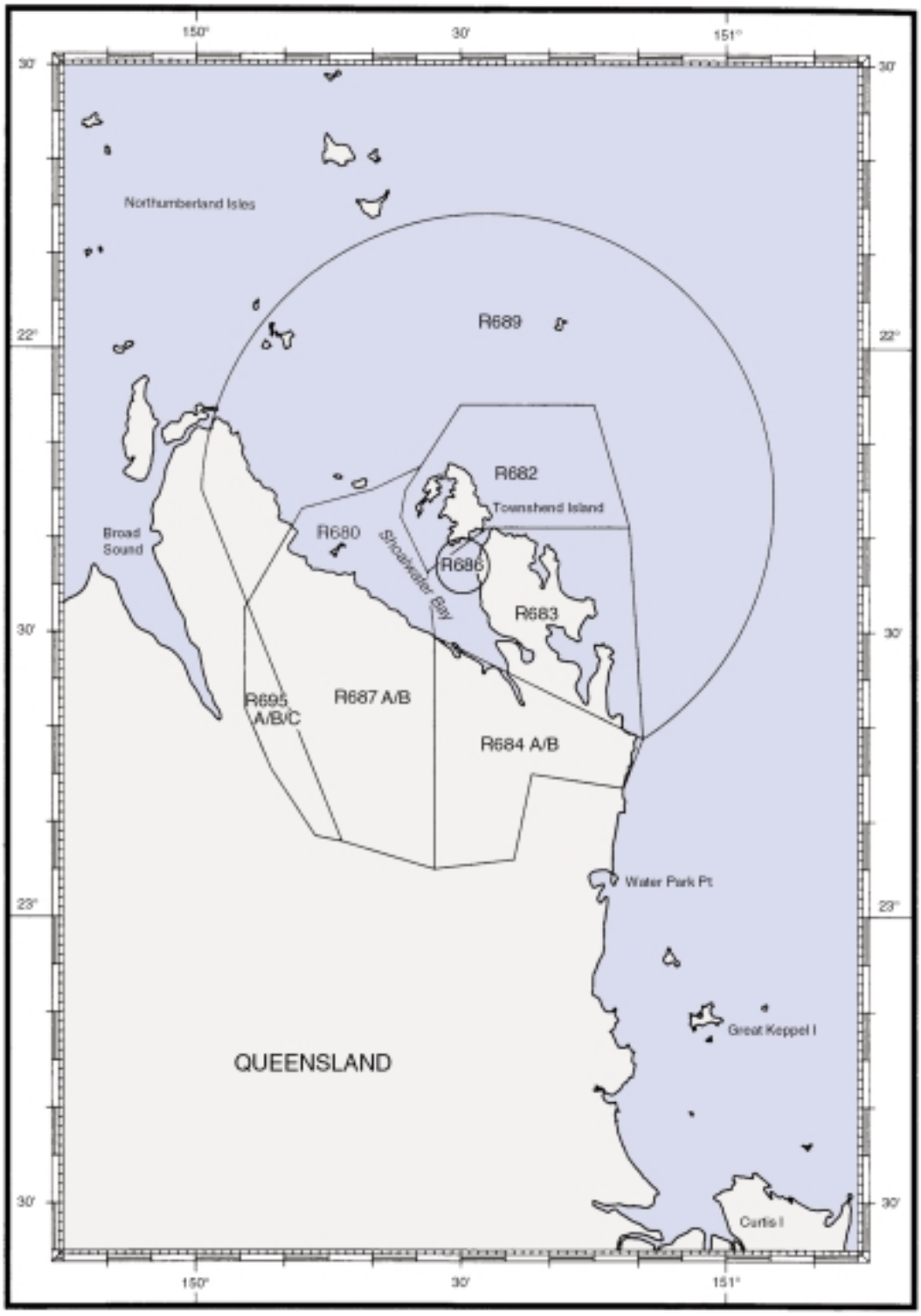

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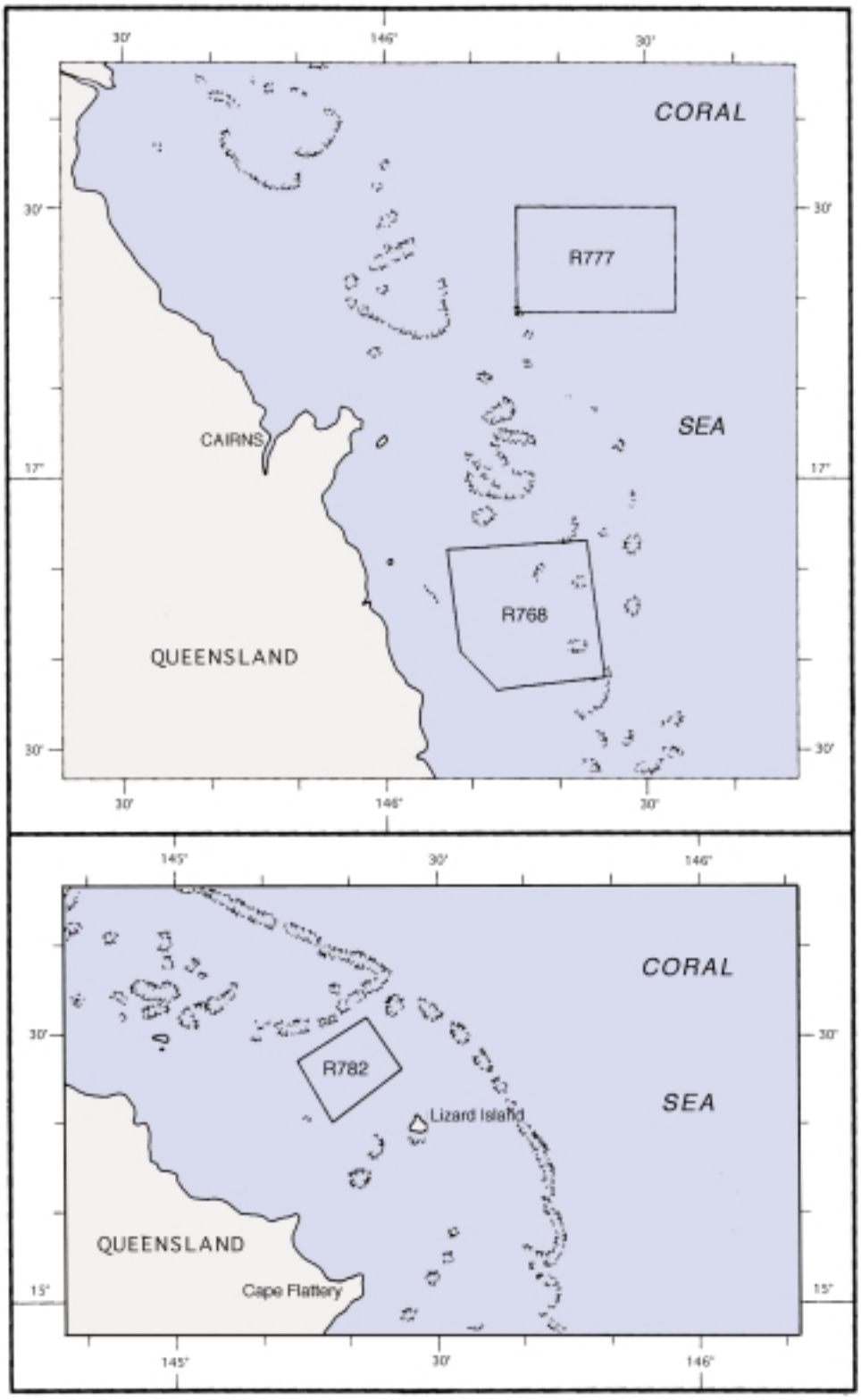

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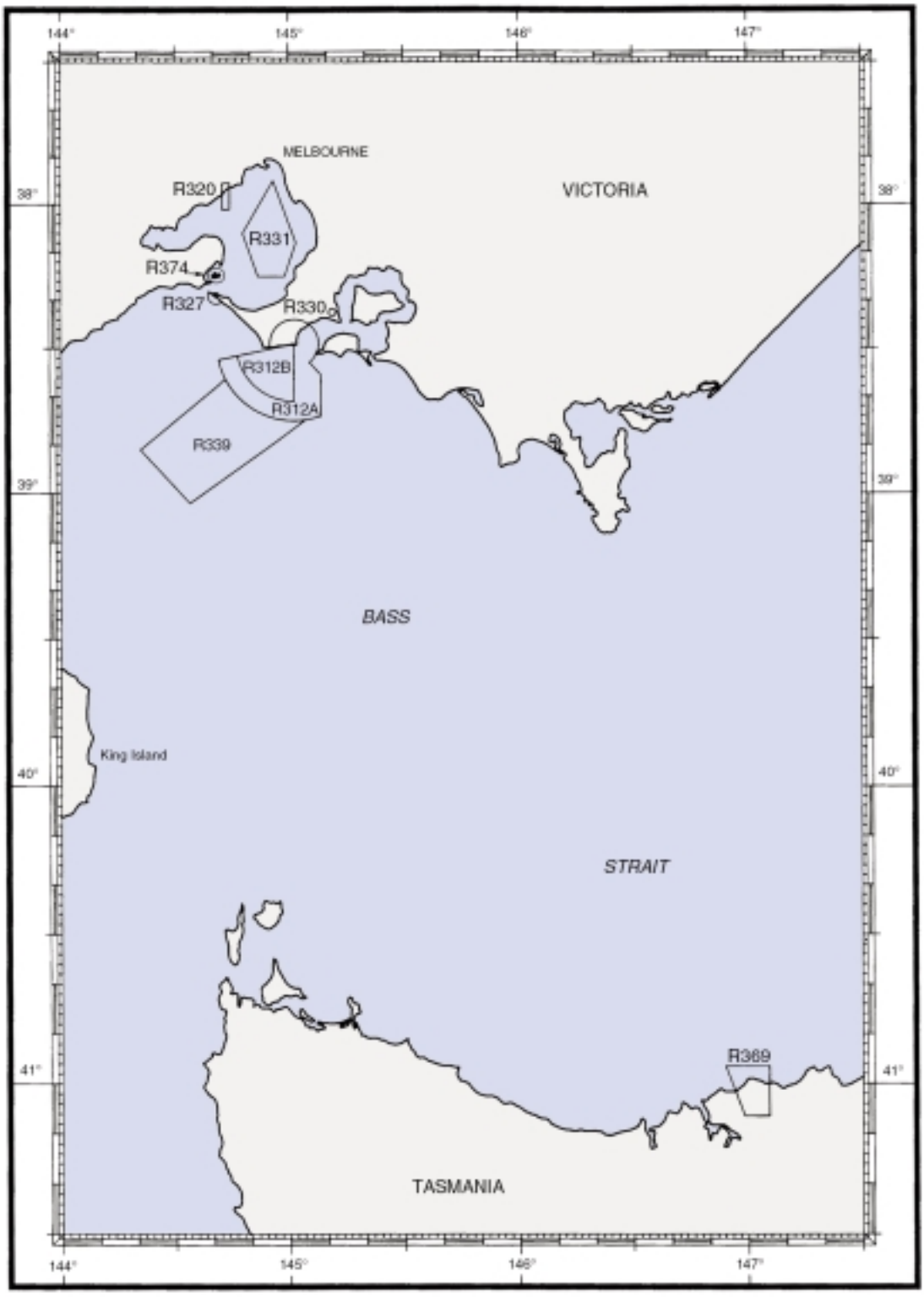

CHARTLET NO. 11

Government

Australia is a fully independent nation within the Commonwealth of Nations. Under the Australian Constitution, legislative power in Australia is vested in a Federal Parliament, consisting of the Queen, represented by a Governor-General, a Senate, and a House of Representatives.

The capital is Canberra.

Holidays

The following holidays are observed:

January 1, New Year's Day; Australia Day (first Monday after January 26); Good Friday; Easter Monday; April 25, Anzac Day; Queen's Birthday (second Monday in June); December 25, Christmas Day; and December 26, Boxing Day.

Brisbane and all Queensland ports are closed on Labor Day in addition to the general holidays.

Melbourne and principal Victorian ports are also closed on Labor Day in addition to the general holidays. Sydney and all New South Wales ports are closed on Australia Day, Labor Day, and the general holidays.

Hobart and all Tasmanian ports are closed on Labor Day in addition to the general holidays.

Various ports in Queensland, Victoria, New South Wales, and Tasmania are closed on Wharf Laborer's Picnic Day, the date of which varies with the respective ports.

Industries

The main industries are based on mining, industrial and transportation equipment, food processing, chemicals, and steel.

The outstanding feature of the Australian economy in the past several years has been the rapid growth of manufacturing.

In terms of production, the motor vehicle manufacturing and assembling industry, occupies a dominant place in the economy. Australia's heavy engineering industries have greatly expanded. Engineering products include heavy machinery, farm equipment, and machine tools.

The electrical and electronic industries produce a wide range of household appliances and sophisticated electronic components, consumer goods, and telecommunications equipment. Other major industries include steel production, oil refining, textiles, shipbuilding, and aircraft assembly.

Languages

The official language of Australia is English.

Pilotage

New South Wales

Pilotage is compulsory for New South Wales. The pilotage service is under the control of the Maritime Services Board of New South Wales.

Queensland

Pilotage into Queensland ports is compulsory. It is under the control of the Queensland Department of Harbors and Marine.

Queensland Coast and Torres Strait Pilots are licensed only for coastal pilotage.

Vessels that are exempted in New South Wales and Queensland include all naval vessels, interstate vessels, or coasters, whether under power or sail, and being under 50 nrt.

Regulations are in force in Australian waters concerning use and design of pilot ladders and mechanical pilot hoists.

The waters containing Torres Strait, Great Northeast Channel, and the Inner route are of a special character, detailed in Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand.

In recognition of that special character, the IMO recommends that vessels 100m in length or over, and all loaded oil, chemical, or liquefied gas carriers, irrespective of size, use the pilots available from the Queensland Coast and Torres Strait Pilot Service while navigating within the Torres Strait and along the Inner Route between Booby Island (10˚36'S., 141˚55'E.) and latitude 16˚40'S, or through Great Northeast Channel, or Hydrographer's Passage.

The Australian government recommends that vessels not familiar with other areas of the Great Barrier Reef, or the entrances to Palm Passage and Grafton Passage, also use the Queensland Coast and Torres Strait Pilot Service.

Regulations

Vessels on arrival at any port in New South Wales and Queensland should obtain a copy of the port regulations.

New South Wales

Regulations have been made for navigation of the navigable rivers in the area of New South Wales.

A vessel approaching any dredge, or other vessel employed on any works in the river, is to reduce speed to a rate not exceeding 4 knots over the ground when at least 275m away and so continue until the vessel has passed 45m beyond the dredge or other vessel.

All vessels passing such dredges or other vessel must pass on the side indicated by the signals from the dredge.

When a vessel is being docked or undocked in the rivers, a red flag is displayed at the entrance to the dock. All vessels approaching must proceed at dead slow speed when at least 275m off the flag, and so continue until 45m past it.

A vessel approaching a ferry shall, when between 0.5 mile and 0.25 mile from the ferry, sound a prolonged warning blast on her whistle or siren, and slow down. If the ferry is underway the vessel should pass astern of or behind the ferry, and if practicable, stop engines when passing over the wire of the ferry to avoid fouling it.

Ferries are forbidden to leave the shore after a vessel has sounded a prolonged warning blast until the vessel has passed.

Ferries working on wires or chains crossing navigable rivers exhibit a red light over a green light visible all-round the horizon, and a white light in the forepart.

Speed limits between 4 and 8 knots are in force on many rivers and lakes in New South Wales.

Queensland

The following sound signals are in force in Queensland rivers:

1. The master of every powered vessel shall, immediately before casting off from any wharf or jetty in any river in Queensland, signify his purpose to do so by a prolonged blast on the whistle or siren.

2. The master of every powered vessel proceeding up any river in Queensland and approaching any bend shall sound on the whistle or siren a short blast followed by a long blast. The master of any vessel proceeding down any river and approaching any bend shall sound on the whistle or siren a long blast followed by a short blast.

3. When a powered vessel underway in any river in Queensland is about to turn around, the master shall signify such purpose by four short blasts on the whistle or siren followed, after a short interval, if turning with her head to starboard, by one short blast and, if with her head to port, by two short blasts; and, while such vessel is turning shall repeat such signal to any approaching vessel; the master of the latter vessel shall take action to avoid collision. Power-driven ferries operating across Queensland rivers, exhibit a green light visible all-round the horizon, at each end of the vessel.

4. In Brisbane River, when such vessels are underway, they exhibit an additional red flashing light visible all-round the horizon, from a position midway between the center of the ferry and the forward green light.

Speed

Every powered vessel when underway within the limits of any port in Queensland, shall be navigated at such reduced speed as to not endanger the safety of any other vessel or vessels or moorings, or cause damage thereto, or to the banks of any river, or to any wharf, jetty, dredged channel, beacon, buoy, or other harbor improvement.

When passing a berthed container vessel with the portainer boom in the lowered position, vessels should approach at the minimum possible speed and if possible, stop their engines when passing.

Vessels with drafts over 2m must not exceed the prescribed speed limits for the various ports.

Customs

The Collector of Customs has appointed certain stations for the boarding or landing of customs officers at the various ports in Queensland.

The signal to be shown for stopping vessels at such stations shall be "SQ" of the International Code of Signals, or a red light at night.

See Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand for boarding stations.

Special regulations are in force regarding the carrying, loading, and discharging of explosives.

The information below has been extracted from the regulations made under the Explosives Act, 1905 (New South Wales).

At ports in New South Wales, vessels with explosives on board, other than ships' stores not exceeding 50 pounds in weight, must furnish a full report of the same to the local authorities immediately on arrival in port.

At Newcastle, report to the harbormaster, at any other port or place, report to the local police inspector, or if there is no inspector, to the principal officer of Customs at such port or place.

Vessels having explosives onboard must anchor in the anchorage's set apart for them.

Vessels carrying explosives in excess of 20 pounds are forbidden to proceed beyond certain points at ports in Queensland. For details, see Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand.

Victoria

Ships with explosives onboard, when entering any port of Victoria, shall specially report the same to the pilot and at the time of making entry at the customhouse.

All vessels entering, or in the ports of Victoria, shall hoist a red burgee at the main. Explosives may be landed only between sunrise and sunset.

No boat shall be used for the conveyance of explosives, either to or from any ship or wharf or other place, unless duly licensed for that purpose, and no explosives shall be landed or conveyed from the ship until notice has been given to the water police (if there are any) at the port place where the ship shall lie, in sufficient time to enable the police to give such directions as may be necessary to prevent danger.

Boats licensed to convey explosives are subject to all the regulations for the management of hulks containing explosives, and no boat with explosives on board shall be towed by a high-pressure open-decked steamboat whose furnaces are exposed, or by any steamer with less towline than 20m in length, and no steamer shall approach within 0.1 mile of any hulk, lighter, or boat containing explosives, unless the explosives are stowed in the hold and the hatches are closed and covered with tarpaulin.

No explosives shall be removed from any ship for conveyance to the magazine except between sunrise and sunset, and explosives shall only be permitted to be deposited in the magazine between those hours.

Vessels receiving explosives must be anchored beyond the limits within which ships having explosives on board are not permitted to anchor. Explosives may only be put on board between sunrise and sunset.

No vessel having explosives on board arriving in or off any of the ports of Victoria shall go alongside any wharf or jetty within these ports or be at anchor otherwise than as directed for each port.

Search and Rescue

A new Commonwealth civil search and rescue organization, AusSAR, has been established as a unit of the Australian Maritime Safety Authority and has the responsibility for aviation and maritime search and rescue. When a ship or an aircraft is in distress in the Australian Search and Rescue (SAR) area, assistance may be given by ships in the vicinity and/or the following authorities:

1. Australian Maritime Safety Authority (AMSA) through the Australian Maritime Rescue Coordination Center (RCC) for those ships and small craft beyond the capacity of regional SAR resources. The RCC is also the Australian Mission Control Center (AUMCC) for the COSPAS/SARSAT worldwide network. It is manned continuously,

and may be contacted through any Australian Maritime Communications Station (MCS) or via the INMARSAT system.

2. MCS keeps a continuous watch on International RTF and RTG distress frequencies, and in the INMARSET system (Perth Land Earth Station which provides access to and from the Indian and Pacific Ocean satellites). Details of Australian MCS can be found in relevant International Telecommunications Union (ITU) and ALRS publications.

3. Royal Australian Air Force (RAAF) is responsible for SAR operations involving Australian and foreign military land-based aircraft, but may provide assistance to other SAR authorities.

4. Royal Australian Navy (RAN) is responsible for SAR in respect to naval ships and aircraft.

5. State and Territory Police Forces are responsible for SAR operations involving fishing vessels and pleasure craft within the limitations of their SAR resources.

Ships fitted with suitable radio equipment can make a significant contribution to safety by guarding an appropriate International distress frequency for as long as practicable, whether or not required to do so by regulations.

Aircraft and merchant ships involved in SAR operations should maintain radio silence on 500 kHz from 15 to 18, and from 45 to 48 minutes past each hour, and on 2182 kHz from the hour to 3 minutes and from 30 to 33 minutes past each hour.

Merchant Ship Search and Rescue

Guidance for Masters involved in SAR operations is contained in the Merchant Ship SAR Manual (MERSAR), compiled by the Maritime Safety Committee of the International Maritime Organization (IMO).

Assistance by SAR Aircraft

Aircraft (other than helicopters) employed on search and rescue duties usually carry droppable survival equipment and marine markers. These aircraft may be able to assist a ship in distress by confirming location, marking position, dropping survival equipment, or directing rescue vessels to the area.

Droppable equipment may consist of life rafts with bright orange buoyant rope attached or heliboxes containing survival equipment. The number and type of containers is varied and may include liferafts/supplies.

Australia maintains no dedicated SAR aircraft, but semi-dedicated aircraft and helicopters may be available at short notice. If possible, aircraft will be equipped with UHF and/or VHF DF equipment for the location of EPIRB transmissions.

If the original distress signal is made by radio, it is essential that the ship's position be given as accurately as possible. If time allows, a ship description should be provided.

Use of Helicopters

Helicopter assistance is generally limited by relatively short ranges and low operating speeds. Helicopters may be used to supply equipment and/or rescue or evacuate personnel. Advice concerning helicopter-ship operations is contained in MERSAR, the Australian Marine Information Manual, or may be sought from the RCC.

On no account should the strop or winch wire, when lowered to the vessel, be secured to any part of the vessel or allowed to become entangled with any rigging or fixtures.

Where a helicopter is unable to safely operate over the deck of a vessel, the helicopter may be able to lift a man from a boat or raft towed astern on a long painter. In bad weather, survivors are sometimes more easily recovered from the sea than the vessel itself, particularly if it is a yacht.

If a ship wishes to contact a helicopter during a SAR operation it may do so by visual signals, direct radio communication if the correct type of radio is carried, or through RCC.

Use of Ships in Assisting Aircraft

The assistance that can be given to aircraft in distress may be limited by the short time which aircraft normally remain afloat. For this reason it is important that masters of ships within a reasonable distance of an aircraft in distress, when required, should proceed with the greatest possible speed to its assistance.

Merchant ships may receive information of distress on any of the internationally recognized RTF/RTG distress frequencies or by TOR, satellite, or RADPHONE.

Additionally, information may be received by visual signals from a distress aircraft, by an aircraft directing a ship to the location of a distress, or by signals emanating from survivors.

Further advice concerning action to be taken can be found in MERSAR and the Marine Information Manual.

All information concerning an aircraft in distress at sea is to be passed to the RCC by the most expedient method. Further action will then be initiated by shore authorities. Where possible, DF bearings of any radio signal should be obtained.

Night Search by Aircraft

An aircraft searching at night for pyrotechnic-equipped survivors or small craft will either fire a green flare or, in the case of nonmilitary aircraft, switch on landing lights at 3 to 5 minute intervals and at each turning point in the search pattern.

Survivors in the area should see at least two successive signals. Aircraft crew will acknowledge the sighting of distress flares by firing a succession of green flares and/or switching on the aircraft's landing lights.

Response Action by Survivors

Survivors can assist in their detection by a searching aircraft if optimum use is made of whatever pyrotechnics they have available. A flare should not be fired until after the aircraft's signal has ended. A second flare should not be fired until a full minute after the first flare. When the aircraft is about 1 mile away a further flare should be fired.

To increase the chances of being located, survivors should always attempt to maintain a continuous all-round visual lookout by night, as well as by day.

The Australian Ship Reporting System (AUSREP)

The AUSREP is compulsory for Australian registered commercial vessels and for foreign vessels on voyages between Australian ports.

All other vessels are encouraged to participate when within the AUSREP area.

The AUSREP area, and Australian SAR region, covers the coast of Antarctica between 75˚E and 163˚E, and extends N to approximately 6˚S at its W limit, and to 12˚S at its E limit.

The system is operated by the Australian Maritime Safety Authority (AMSA) through the Rescue Coordination Center (RCC) Australia:

Signal Address	RCC CANBERRA
Telephone	+61(0)2 6230 6811
Facsimile	+61(0)2 6230 68686
Telex	+71 62349 RCCAUS AA (Computer connected with no manual response.)

AUSREP reports may be sent through Australian Maritime Communications Stations (MCS) and are free of charge.

Reports passed via INMARSAT are free of charge providing INMARSAT's procedures are followed.

AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the Ship Reporting System REEFREP and the existing AUSREP system.

This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system.

On departure from an Australian port or on entering the AUSREP area, a Sailing Plan (SP) should be sent to the RCC where a computerized plot is maintained of the vessel's estimated position.

Position Reports (PR) are sent to RCC each day at the time that has been nominated by the vessel's master so that a report is received at least every 24 hours.

On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to the RCC.

Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the RCC.

AUSREP is a positive reporting system in that, should an expected report become overdue, actions which may include worldwide communications checks and the launching of search aircraft are initiated and will continue until the vessel's status has been established.

All dates and times used in AUSREP reports are to be in Universal Coordinated Time indicated by the suffix UCT.

The AUSREP report format is, as follows:

A. Vessel name and call sign.
B. Date/time of position.
C. Position (latitude and longitude).
D. Geographical position (not used in AUSREP reports).
E. Course.
F. Speed (vessel's anticipated average until next report).
G. Name of last non Australian port of call.
H. Date/time and point of entry into AUSREP area (point can be an Australian port of departure or the latitude/longitude of crossing the area boundary).
I. Next foreign (non Australian) destination and ETA.
J. Whether pilot is carried on vessel (required for voyages in the REEFREP area - Great Barrier Reef).
K. Date/time and point of exit from AUSREP area (point can be the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).
L. Route (vessel's intended track, state rhumb line or coastal, great circle, or composite with limiting latitude).
M. Coast radio maritime communication stations monitored (include INMARSAT A & C numbers if fitted).
N. Date and time (UTC) of next report.
O. Draft.
P. Cargo.
Q. Defects or other limitations.
R. Pollution (or reports of any seen).
S. Weather conditions in area.
T. Vessel's agents.
U. Vessel type and size.
V. Medical personnel carried (SP only).
W. Number of persons onboard.
X. Remarks.
Y. Request to relay to another system; e.g. AMVER, JASREP, MAREP.

The full list of report components does not have to be included when sending AUSREP messages. Masters should include only those components required. Additional components may be included at the discretion of the Master or when relevant to the type of report being forwarded.

A Sailing Plan (SP) is sent to the RCC either up to 24 hours before, or up to 2 hours after departure from a port within the AUSREP area.

The SP contains information necessary to initiate a plot and give an outline of the intended passage. The SP nominates a daily reporting time when the Master will send a daily Position Report (PR) to the RCC. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new Sailing Plan sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time. Under this option the RCC will not undertake SAR action unless specific information is received which indicates an air search is warranted.

Masters should be aware that if an SP is submitted before a vessel enters the AUSREP area, active SAR watch on their vessel will not commence until a report has been received by the RCC indicating that the vessel has entered the AUSREP area.

Mandatory AUSREP format components for an SP are A, F, H, K, L, M, N, and V.

Component G must be included when entering the AUSREP area from overseas or component I when leaving for an overseas destination.

If the vessel intends to transit the Great Barrier Reef/Torres Strait, notification is required regarding a pilot and component J included.

Other sections of the basic format may be included at the discretion of the Master. For example, component X for a name or call sign change since last reporting in the area.

A Position Report (PR) is sent to the RCC each day at the nominated daily reporting time given in the SP. The first PR is required within 24 hours of the SP and subsequently daily thereafter. These reports must be sent at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The information contained in the PR will be used by the RCC to update the plot.

The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time. If it is necessary to alter the nominated daily reporting time, this

alteration should be shown in the PR that is sent before the change. If any PR is sent at a time other than previously advised by the vessel, the time of this PR must not exceed 24 hours from the previous report.

The ETA at the port of destination must always be confirmed in the last PR of the passage. It may be amended in any report whenever the Master is aware of a revised time.

Should a vessel, at any time, be in a position more than 2 hours steaming from the position that would be predicted from the last PR or SP, then an updated PR must be sent.

The ETA at port of destination or AUSREP Area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

Mandatory AUSREP format components for a PR are A, B, C, E, F, and N.

A Deviation Report (DR) must be sent to the RCC if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR.

Mandatory AUSREP format components for a DR are A, B, C, and N.

Extra components appropriate for the deviation should be included.

A Final Report (FR) must be sent to the RCC when the vessel approaches the port of destination and arrives at a position where VHF contact is made with the local Harbor Authority or Pilot Station, which, under normal conditions is within 2 hours steaming of the pilotage grounds.

Under no circumstances should a FR be sent more then 2 hours before arrival. Alternatively, if the arrival is outside radio watchkeeping hours, the FR should be sent, ideally, immediately after berthing but not later than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should then be sent through the appropriate MCS or Perth Land Earth Station (LES) prior to anchoring or berthing.

For a vessel departing from the AUSREP area, the FR is to be sent as soon as possible after crossing the area boundary and not later than the next nominated daily reporting time.

Mandatory AUSREP format components for a FR are A, K, and X.

When in an Australian port, a reverse charge telephone call or normal telex may be used when making an AUSREP or SAR report. Should INMARSAT-A or -C be used, refer to the procedures below. It is advisable to communicate all reports direct from the ship to the RCC in order to avoid delays associated with intermediate agencies.

When at sea, all reports addressed RCC AUSTRALIA may be sent free of charge through any Australian MCS controlled by TELSTRA MARITIME. All reports sent by voice (RTF) should contain the mandatory components including the identifying letter. When choosing their daily reporting time, Masters of single radio operator ships will appreciate that reports nominated during the last single operator period of the day, if not received, cannot be followed up until the next radio watch period, causing a considerable delay in activating any SAR action that may be required.

Therefore, it is desirable that times of reporting be restricted to within the period 2200 to 0900 UCT (GMT).

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR due to unserviceable radio equipment or illness of the radio officer, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

As a positive reporting system, if an expected report is not received by the RCC within 2 hours, necessary steps are taken to ascertain the safety of the vessel. The following is an outline of the action that may be taken should a report become overdue: (Circumstances may dictate more rapid action.)

1. During the first 2 hours, internal checks performed.
2. Vessels will be listed on traffic lists requesting Masters to furnish the overdue report.
3. At 6 hours overdue, broadcast of vessel's call sign. The indicator JJJ/REPORT IMMEDIATE will precede the traffic list indicating concern due to non-receipt of PR/FR. This signal consists of the vessel's call sign followed by JJJ/ (RTG) or REPORT IMMEDIATE (RTF). An all station (CQ) inquiry may be initiated. Any sighting of, or communication with, this vessel by any other vessel should be immediately reported to the Australian CRS/MCS stating the time of contact, position, and estimated course and speed of the overdue vessel.
4. Extensive communication checks with Australian and overseas radio stations, owners, agents, and other vessels are carried out in order to trace the last sighting or contact with the vessel with the aim of confirming its safety.
5. At 21 hours overdue, the JJJ/REPORT IMMEDIATE broadcast may be upgraded to the Urgency Signal XXX/ PAN indicator. Search planning will be in progress and details may be included in NAVAREA X and Facsimile Weather Broadcasts via Canberra (AXM) and Darwin (AXI). By the time the report is 24 hours overdue, positive action will have been initiated to locate the vessel. This action will include the launching of search aircraft where possible. However, due to aircraft range limitations, the resources available for a search decrease with distance from an Australian base. The carriage of EPIRBs that are detectable by the COSPAS/SARSAT system is therefore encouraged. Search aircraft will not necessarily be launched when it is known the vessel is equipped with a 406 MHz float-free EPIRB. Should radio conditions prevent direct contact with any Australian MCS, every effort should be made to pass PR/FRs through other stations or vessels.

Masters who require their AUSREP reports to be forwarded to AMVER must indicate the phrase REPORT TO AMVER in the remarks component (Field X). Such reports will be forwarded free of charge. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.

AUSREP reports passed by INMARSAT are acceptable, but INMARSAT-A reports will be charged to the reporter. INMARSAT-C users will not be charged for reports passed via Perth LES using Code 43.

Delays may be experienced in Perth LES Store and Forward Facility, particularly during busy periods. If vessels become concerned as to the delivery of an AUSREP report they should check the status of the message as displayed on the INMARSAT-C mobile Ship Earth Station (SES).

This provides information concerning receipt of the message by the LES and then confirms the message delivery. If

confirmation of delivery is not received within 30 minutes after acknowledgment by the LES, vessels are invited to contact LES Perth (Telex: 7119075) to inquire further before attempting to send the message again.

While participating in AUSREP, Masters should ensure that their INMARSAT equipment remains active at all times.

Further information or advice on AUSREP procedures can be obtained from RCC Australia, P.O. Box 2181, Canberra ACT 2601 Australia.

Copies of the AUSREP Information Booklet, which is designed to assist Masters to comply with the Navigation (Ship Reporting) Regulations, are available free of charge from Merchantile Marine Offices and major shipping agents around Australia.

Ships and Aircraft in Distress

When a ship or aircraft is in distress off the coast of Australia, assistance may be given by ships in the vicinity and/or from various authorities.

Coast Radio Stations

Ten stations keep continuous watch and five keep watch at certain scheduled times on the international distress frequencies of 500 and 2182 kHz. Australian coast radio stations also keep watch on frequencies 4125 and 6215.5 kHz, which can be used for distress traffic. When a radio distress signal is received, it is retransmitted on distress frequencies to ships at sea and various authorities ashore are also notified.

Department of Transportation

Federal Sea Safety and Surveillance Center, Canberra, coordinate sea, and air search and rescue operations for merchant ships in distress within their respective areas. They are able to seek assistance from local authorities, lightkeepers at stations along the coast, the police for ships in distress in local waters, the Department of Transport Air Transport Group and RAAF for aircraft, and the RAN for surface craft and aircraft. However, although much can often be done by shore authorities, the coordination and direction of operations at the scene of the incident will at times be a matter primarily for the Master of the distressed vessel or the Master of another ship going to her rescue, or the captain of a search and rescue aircraft. The degree to which reliance must be placed on those at the scene will usually depend on the location of the casualty; the more distant the casualty from the shore bases, the greater reliance on coordination between those on the spot.

Royal Australian Air Force

The Royal Australian Air Force is responsible for providing search and rescue facilities of military aircraft and so far as service requirements and operational practicability permit, to assist ships and civil aircraft in distress by means of aircraft, any aircraft survival equipment available, and marine craft.

Royal Australian Navy

The Royal Australian Navy is responsible for control of search and rescue operations for Naval aircraft and Naval Ships, but will also render assistance where practicable to other ships by means of surface craft and aircraft.

The Police

The Police in each state coordinate search and rescue operations for small craft, such as fishing vessels and yachts, in sheltered waters, and in some states they also have a search and rescue organization for small vessels in coastal waters.

Department of Transport-Air Transport Group

A Search and Rescue Center is situated at the Operational Control Center of most of the principal airports in Australia, and is responsible for control of search and rescue operations by and for civil aircraft within its area.

The radio watch on the international distress frequencies, which certain classes of ships are required to keep when at sea, is one of the most important factors in the arrangements for the rescue of people in distress at sea.

These arrangements may fail unless it is possible to alert ships for distress action.

Therefore, ships fitted with suitable radio equipment can make a significant contribution to safety by guarding an appropriate international distress frequency for as long as practicable, whether or not required to do so by regulations.

Signals

The signals described below are in force in all ports of the Commonwealth of Australia.

When a port in Australia is closed to navigation, by day, a black cone, point up, between two black balls, vertically disposed, will be displayed.

By night, a green light between two red lights, vertically disposed at the signal masthead, will be displayed. When these signals are shown, no other masthead signals will be shown.

Some ports have their own signals. See the appropriate Sailing Directions (Enroute) publication for the port concerned.

Tide signals, shown from the masthead, refer to vertical movements of the tide only. They are not used in Queensland ports. Flood tide is indicated by a black cone, point up, by day, and by a green light at night. Ebb tide is indicated by a black ball by day, and by a red light by night.

Navigation signals, shown 1.8m below the masthead, are used to indicate navigational risk due to the state of the sea on a bar, or to strong tidal currents or freshets in a river. They are not used in Queensland ports. Moderate conditions are indicated by a black cone, point up, by day, and by a green light by night.

Dangerous conditions are indicated by a black ball by day, and by a red light by night. No navigational signals are shown when conditions are normal.

In certain Australian ports, vessels of 35m or more in length (less in some ports), when navigating within pilotage waters of the port and requiring priority or right of way over other vessels, may display by day, berthing or unberthing flag signals as prescribed in the Port Authority Bylaws.

By night, two lights mounted vertically 2m apart, the upper being green, the lower, red may be displayed.

When bad weather prevails or is expected, special reports and storm warnings are transmitted from the radio stations in the area affected. Daily weather reports and forecasts are also transmitted.

Weather reports and forecasts are posted up in post offices at various ports in Australia.

Within Queensland, warnings of tropical cyclones are sent by the Bureau of Meteorology, Brisbane, by telegram daily (including Sundays) to coastal radio stations.

Such warnings are also sent to postmasters, harbormasters, police, and general public broadcasting stations in and adjacent to areas likely to be affected. Coastal Radio Stations broadcast such warnings to all ships on receipt. The Bureau issues warnings at 6 hour intervals when a cyclone center is more than 150 miles from the coast. If less than 150 miles from the coast, additional warnings are issued.

For the information of vessels not fitted with a radio, a red pendant will be displayed at various ports and signal stations along the Queensland coast. (See Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand).

This red pennant indicates that a storm warning message has been received, details of which may be obtained from the harbor officials or postmaster at any port or place where the signal is displayed; when it is displayed at a signal station or lighthouse, the details will be signaled, on demand; the reply to a demand for a storm warning message is made by the International Code, by day, and by light at night.

In addition, there are certain places where storm warning messages are available at the Post Office, but where no red pendent is displayed.

General signals should be used by vessels in Australian ports. A vessel having pilotage exemption should display a white flag at the main or where it can best be seen.

The signals laid down in the International Code of Signals should be used by vessels having explosives on board or waiting for clearance from quarantine or requiring any of the following; pilot, customs, water, police, or medical assistance.

A vessel having inflammable cargo on board shall display at the masthead, by day, Flag "B" of the International Code of Signals, and by night will exhibit a red light, visible all-round the horizon.

A vessel swinging in a river or narrow channel should sound four short blasts on her whistle or siren, followed after a short interval by the appropriate sound signal to indicate her direction of movement.

Time Zone

Australia covers three Time Zone descriptions; HOTEL, INDIA, and KILO (-8, -9, and -10).

U.S. Embassy

The U.S. Embassy is situated at Moonah Place, Yarralumla, Canberra. General offices are situated at Melbourne and Sidney. There is a Consulate at Perth.

The mailing address is APO AP 96549.

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